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IDEA-0034-70
Copy 7 of 8

8 January 1970

MEMORANDUM FOR THE RECORD

SUBJECT: FY-70 and 71 Pressure Suit Requirements

REFERENCE: D/O/OSA Memo, IDEA-0073-70 dtd 7 Jan 70

1. The following S-1010 PPA Full-Pressure suits and MC-3 partial pressure suits will be necessary in FY-70 and 71 to fulfill the criteria as outlined in the referenced Memorandum.

FY-70

A. Two (2) S-1010 PPA's for []
Each American pilot has two complete suit assemblies and one helmet.

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Cost breakdown

One suit assembly -- \$15,400.00
One helmet -- 6,100.00

Total cost for each [] pilot is \$36,900.00 25X1

B. Two (2) S-1010 PPA's for the [] pilot 25X1
to replace []

Total cost for the [] pilot is also \$36,900.00 25X1

SECRET

25X1

SECRET

IDEA-0034-70
Page 2

25X1

FY-71

A. Four (4) S-1010 PPA's for two (2)

[] pilot replacements. Total cost \$73,800.00

B. Two (2) S-1010 PPA's for two (2)

[] pilot replacements. Total cost \$43,000.00

The Life Support Officer suggests the following be considered as a policy change and solicit your comments.

In the past [] pilots have only been issued one full-pressure suit since it was anticipated that their commitment would not exceed three (3) years. Historically, this has not been the case and it is recommended, therefore, that all pilots in Category-I status be issued two (2) full-pressure suits. This change in philosophy will initially cost approximately \$30,000.00. As old suits become available with the completion of pilot obligations, hardware will be salvaged and backup suits provided for the remaining [] pilots at a somewhat reduced cost.

C. Two (2) MC-3 partial pressure suits for

[] pilots. Total cost \$ 3,200.00

2. The NRO has approved \$75,000.00 for the purchase of pressure suits during FY-70. During FY-71 approximately \$120,000.00 will be necessary to adequately clothe the pilot replacements as discussed above.

3. Lead time necessary for fabrication of the S-1010 PPA in its entirety is four (4) months from the time of measurement. Lead time for fabrication of a partial pressure suit is two (2) months. Pressure-suit measurements should be accomplished as early as possible after final pilot selection to satisfy these lead times.

4. All U-2C flights for [] pilots will be made below forty-five thousand (45,000) feet, therefore, partial pressure suits will be unnecessary.

SECRET

SECRET

25X1

IDEA-0034-70
Page 3

5. Indoctrination of replacement pilots in both the full and partial pressure suits will be accomplished utilizing the low-pressure chambers installed at [REDACTED]. These chamber flights are conducted to familiarize pilots with the pressure suit and to assure proper fit and mobility in the pressurized state. A considerable saving will be provided in performing these runs at [REDACTED] since only the factory engineer and the Physiological Training Officer (PTO) have to travel. In the past, chamber flights have been given at the [REDACTED] requiring travel of the Physician, PE man, pilot, PTO, and Factory Engineer to [REDACTED].

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Additionally, the Contractor cost to operate the chambers was averaging \$1,000.00 a pilot.

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[REDACTED]
Chief, Aeromedical Staff
Office of Special Activities

C/AMS/OSA [REDACTED] x252
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Next 1 Page(s) In Document Exempt

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